The Marker Lamp

Volume 58 Number 2 Spring 2012

Craig Brantley's D&RGW Spring Division On3 Railroad in Houston

June 6-10, 2012

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The Marker Lamp

The Official Publication of
The Lone Star Region of The
National Model
Railroad Association

Volume 58, Number 2

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The editorial policy of **The Marker Lamp**, the official publication of **The Lone Star Region**, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility.

The Marker Lamp is published once each quarter by and for the members of **The Lone Star Region** of **The National Model Railroad Association**.

Articles appearing in **The Marker Lamp** are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of **The Lone Star Region** or **The National Model Railroad Association**.

Address all correspondence, news, photos and drawings to the editor. All material will be gladly accepted and will be used depending on the availability of space and suitability of material. None will be returned unless a stamped, self-addressed envelope is provided.

Correspondence relating to Pike Ads, Dealer Ads, Address Changes and requests for extra copies should be addressed to **Tom Browning, MMR**
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Submission Deadlines &
Advertising Closing Dates

Winter Issue.....January 15
Spring Issue .....April 15
Summer Issue.....July 15
Fall Issue.....October 15

Mailing Date:
Approx. 30 Days After Deadline.
Materials received after the deadline will be held for the next issue unless the author requests otherwise.

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President's Message

by Bill McPherson

It's going to be a great spring and summer for a whole bunch of things. Whether it is baseball, golf, fishing, camping, stock car or horse racing, getting out into the wide open spaces is a cool thing to do.

However, the c-o-o-l-e-s-t event of all for us lucky Lone Star Region railroaders is the golden opportunity to enjoy some of the best things our railroading hobby has to offer at the **Gulf Coast Limited Convention in Houston** starting on June 6. Nothing in our state can compare with the opportunities to ride on multiple trains at Zube Park. Add in a great picnic and fellowship with old and new friends and you will have a memorable good time. The Houston area has the most extensive industrial and petrochemical facilities in our state which provide many opportunities for our prototype tours and railfanning. In the model railroad world, some of the best layouts anywhere, such as Gil Freitag's Stony Creek & Western, will be on the self-guided or Super tours.

In addition to the new articles elsewhere in this *The Marker Lamp*, the convention website at *LSR Gulf Coast Limited* has extensive information about the clinics, tours, Non-Rail events, super and layout tours, and everything else. Using the website, it is very easy to register, and online payment can be conveniently done with PayPal. The registration fee is **very** reasonable. We previewed the hotel at our January Board of Directors meeting. The low price of $70 is excellent in today's world. I think you will be very pleased.

Congratulations to our new directors. Art Houston is the new Director-at-Large. The new directors are Rod Fredericks, Bayou Division 2, and Leslie Bodak, Texas Gulf Coast Division 8. Reelected were Directors-at-Large Duane Richardson and Tracy Mitchell and Directors Jack Merkel (Division 4) and Thomas Crosthwait (Division 6). Special thanks are given to Steve Barkley, Nominations Chairman.

At 1,080 the membership in the Lone Star Region is the highest it has been in recent times. The extensive programs in the various divisions are attracting record attendance (many entire families) coming from all over and active participation in the meetings. It's better than someone else who "builds it and hopes they will come". In our meetings you are the one who comes to the meeting to learn how to build it yourself and then you get to take it home. My sincere thanks are extended to the division directors and their assistants who are making this possible.

On a personal note, I had my cardiac "steam engine" worked on again earlier this year and followed up with extensive physical rehab. Now I have a full head of steam built up and an eager hand on the throttle. Mr. Dispatcher: Clear the track, I'm highballing through!

I am looking forward to seeing **ALL** of you in Houston this June.

View from the Spar Pole

By Chuck Lind, MMR

Things have been hectic around the Lind household. We have finished moving into our home in Navasota. That is the household furnishing are moved in. I still have to take down and move a railroad as well as my workshop. The good news is things are going very well. The building is closed in, but we still have some siding to put up. The electrical and the air conditioning are complete and all of the ceilings are sheet rocked and finished out, as well as most of the walls.

Loren was up this past weekend and we drew out the track plan with chalk that we have been working on over the last couple of months. The good news was that it fits. Laurie went over the lines with a felt tip marker so they would be easier to see and more durable. The next step will be to mount the upper deck bench work to the studs and get the insulation and sheetrock contractor back to finish the train room. My entry/modeling room is almost complete just a little more trim work and finish paint on the woodwork. I have moved my bookcases and workbench into the room and started to unpack the many boxes of tools, paint and detail parts.

The woodworking shop is complete and I have started to task of moving wood and tools. The next couple of weekends are free so the goal is to have the workshop tools moved and the train room move complete by the Houston convention. Then everything should be in Navasota. Now if we can find it….that's another question.

I hope that you have made your plans by now to attend the LSR Convention in Houston. It is one event that I always look forward to, the chance to see old friends that we don't see enough. As we get a little grayer those meeting and those friends are more important since we don't know how many more years we will be able to enjoy them. As you look through this issue you will see we lost another member, Doyle Bond, MMR. This just reminded me how precious each day is and that we all must live each day to its fullest.

The Gulf Coast Limited

2012 Lone Star Region, NMRA Convention
Houston, Texas
June 6 – 10, 2012

Featuring:

1 Four days of modeling and prototype clinics. Visit our Website for Clinic Titles and a brief outline of each!

2 An Evening at the Park –Houston Area Live Steamers Track. Take a tour of HALS at www. HALS.org

3 Guest Speaker Douglas Weiskopf –Author of *Rails Around Houston*. Doug will also give a full length clinic and have copies of the Book available.

4 Self guided Layout Tours for approximately 20 area layouts. Visit our Website for a list of layouts and photos of each!

5 Super Tour- Bus tour of six well-known area Layouts Six of Houston's best Scenicked railroads-See them on our Website!

6 Tours of Port Terminal Railroad Yard and Maintenance Facility. Full Descriptions of the tours and links to PTRA webpage on our website!

7 Tour of Houston METRO Operation Center

8 Model and Photo Contests –NMRA rules. Download the Contest Forms on Our website or LSR website!

9 Non-Rail Clinics and Tours. Onsite Craft Clinics and Thursday Tour-Visit our Website.

Discount Registration ENDS MAY 2, 2012. Hotel Reservation must be in by May 24, 2012 for Convention Rates

Visit Our Website: www. Lonestarregion.com
or www.Gulfcoastlimited.com

An Evening in the Park
We are planning a Picnic in the Park and you are invited!

On June 7th we invite you to spend an evening in the park. We are planning an outing on Thursday evening to Zube Park, home of the Houston Area Live Steamers(HALS). HALS was established in 1991 and the club celebrated its 20 year anniversary last November.

Plans Include
1 Rides on the Cypress Creek & Southern for all convention attendees.
2 Live Steam demonstrations.
3 Operation of the Gauge One track (G-Scale Live Steam locomotives).
4 Tour of the railroad and all facilities.
5 Extra Fare Barbeque Dinner at the Park.

The Club has three club-owned engines and several more privately owned locomotives kept at the track including several steamers. We are planning to have steam locomotives steamed up to display and pull passenger for the Evening in the Park. We also have an active Gauge One group in HALS. If you are not familiar with Gauge One, it is Live Steam operating on G-Scale track. HALS has run engines on the elevated Gauge One track ranging from narrow gauge D&RGW engines to a UP Big Boy.

A lot has been accomplished in 20 years and the current track configuration represents three distinct phases of construction. **Currently HALS has about 9,000 feet of track.** And yes, there is a Phase IV. Much of the grading has been done, the piers for the four-span bridge have been poured and most of the steel erected.

So, sign up early for the Evening in the Park and Barbeque dinner.. We promise a lot of railroad fun.

To Find Out More Visit the Convention Page
atwww.Lonestarregion.com
And visit the HALS Website at www.hals.org

See You There in June!!

Number _____ (Internal Use Only)

LONE STAR REGION—NMRA
GULF COAST LIMITED CONVENTION
HOUSTON, TX
JUNE 6 — 10, 2012

PayPal Registration deadline is Friday, June 1, 2011

REGISTRATION PAGE 1

Prime Registrant		
First Name:	Last Name:	
City:	State:	Zip:
NMRA Membership No.	NMRA Expiration Date: mm/ dd/yyyy/	
Home Region		
E-mail address		

PRIME REGISTRANT to fill out A, B, or C **NOTE: All adult registration fees increase by $5 after May 1**

A. PRIME REGISTRANT Named above and a current NMRA Member
Registration prior to Tuesday, May 1, 2012 is $85. Beginning Wednesday May 2, 2012 Registration is $90.
Name for Badge_____

B. NON-RAIL or SPOUSE of PRIME REGISTRANT. Registration prior to Tuesday, May 1 2012 is $85. Beginning Wednesday, May 2, 2012 Registration is $90.
Name for Badge_____

C Non-member PRIME REGISTRANT (See next page for amount to include for NMRA membership for one year Registration prior to Tuesday, May 1, 2010 is $85. Beginning Wednesday, May 2 Registration is $90.
Name for badge_____

HOTEL RESERVATIONS

Hilton Houston Southwest
6780 Southwest Freeway,
Houston, Texas 77074-2102
Tel: 1-713-977-7911 Fax: 1-713-977-6310

The convention rate is $70.00 per night for1 King, or 2 Regular, or 1 or 2 Queen occupancy. The rate is good through Wednesday May 24, 2012. Make your reservations directly by phone with the Hilton Houston Southwest. When booking ask for the Lone Star Region-NMRA Convention Rate. The rates apply for the 2 days before and two days after the convention (June 5—12) if booked by May 24.

REGULAR REGISTRATION INCLUDES

- Admission to three days of clinics on every phase of model railroading
- Access to the Contest Room to view and photograph the best model building in the Lone Star Region
- Access to the Silent Auction and the chance to bid on many railroad items.
- Admission to the Saturday Night banquet featuring Guest Speaker
- Admission to the Sunday morning breakfast and annual Lone Star Region business meeting
- Select Extra Fare Prototype Tours and operating sessions.
- Admission to area home layouts and rail fanning opportunities in and around Houston
- Ride Live Steam or Diesel Trains and enjoy Barbecue Dinner at Zube Park (Extra Fare)
- For more information contact Ed Dibble, registrar via e-mail at lsrconvention@yahoo.com

Number _____ (Internal Use Only) **REGISTRATION PAGE 2**

Lone Star 2012 Convention Fee Schedule

Print this form after filling in your quantities, pressing tab key between each field.

REGULAR REGISTRATION	COST	QTY	Total
Postmarked on or before Tuesday, May 1st, 2012	$85		$
Postmarked after Tuesday, May 1st, 2012	$90		$
NON-RAIL/SPOUSE REGISTRATION			
Postmarked on or before Tuesday, May 1st, 2012	$85		$
Postmarked after Tuesday, May 1st, 2012	$90		$
OTHER FAMILY MEMBERS			
Minors (6-16 includes Banquet & Breakfast)	$50		$
Minors under 6 free (No Meals)	$0		$0
EXTRA FARE			
Thursday Barbecue Dinner & Live Steam Train Rides at Zube Park	$10		$
Prototype Tour #1	$25		$
Prototype Tour #2	$25		$
Super Layout Tour (includes lunch)	$30		$
Extra Banquet Tickets	$35		$
Extra Breakfast Tickets	$17		$
Day Pass (Please circle if Thur. Fri. Sat. Does not include meals)	$30		$
Operating Session Wednesday night (Refunded at Op Session)	$10		$
Operating Session Friday night (Refunded at Op Session)	$10		$
Convention Shirt **Pre-order only** — Deadline for ordering is May 1, Please circle size S, M, L, XL, XXL	$27		$
NON-RAIL ACTIVIES			
Luncheon Outing	$25		$
MEMBERSHIP OPTIONS, ETC			
One Year NMRA Membership for non-NMRA members (Includes NMRA magazine)	$66		$
One Year NMRA Membership for non NMRA Members (without NMRA magazine	$44		$
Student Membership	$32		
NMRA Rail Pass — 6 Month Membership for Non-NMRA members	$9.95		$
Facility Usage if not staying at the hotel (see below)	$25		$
GRAND TOTAL			$

Please check your Banquet meal choice Chicken Basil ☐ London Broil ☐
Spouse/Non-rail Banquet meal choice Chicken Basil ☐ London Broil ☐

Note: The $25 Facilities Usage Charge (primary registration only) applies if you do not stay in your own home or at the convention hotel. The hotel's cost for meeting rooms, banquets, and other facilities is offset by the attendees (local as well as out-of-towners) purchasing the guaranteed number of hotel room nights. If the guaranteed number is not met the cost of using the facilities increases the convention cost. Thus, we encourage everyone to stay at the convention hotel.

Pay your registration either by check or PayPal ™
Make checks payable to: Texas Gulf Coast Division LSR-NMRA or pay with **PayPal™**
You do not need a PayPal account to pay your registration with a credit card through PayPal. See separate sheet for PayPal instructions.

Your Name_____ Your Check Number:_____
Mail completed form with payment to:
Ed Dibble, Registrar
2619 Parana:
Houston, TX 77080-3822
Phone: 713-690-7544 e-mail: lsrconvention@yahoo.com

The 2012 Gulf Coast Limited *Super Tour*

At this year's Lone Star Region Convention in Houston we will again feature a bus tour of some of the area's finest layouts. Relax and let us navigate the Houston traffic so you can enjoy the railroads. The bus tour will be from 8:00AM to approximately 4:30PM on Saturday, with lunch and snacks included. Featured layouts for 2012 are the following:

Gordon Bliss' Santa Fe - All the Way, which is a large double deck layout built for operations from Chicago to L.A. It has 464 feet of mainline, 2 helixes, Kansas City Union Station, and Argentine Yard. It has been featured in magazines.

Chuck Clark's Southern Pacific - Valentine Route, from El Paso to Houston, featuring Texas locations such as Flatonia, El Paso, and the Houston Ship Channel.

Gil Freitag's Stony Creek & Western - with standard and narrow gauge in Colorado high country. Mountain scenery, hand-laid track, great bridges, and scratch-built structures are featured. A Houston classic!

Eddie Carroll & John Weiss' Glenbrook Valley RR - with upper level narrow gauge RGS in Southwest Colorado, including Vance Junction, Ophir, and spectacular trestles. The lower level is a freelanced Eastern US short line. The layout recently has expanded by 2000 square feet!

Harry Daniel's new Santa Fe – Pecos River Division, which is on 3 levels in the desert Southwest (Texas panhandle & New Mexico mesa country). The layout features cattle ranching, grain storage & shipping, oil, & mining.

Bill Wright's Green Bay Southern RR - which models the Green Bay and Western in Wisconsin from the car ferry on Lake Michigan and ore loading. Bill used the prototype yard plan for his model of Norwood Yard in Green Bay.

For more Details visit: www.Gulfcoastlimited.com
Or: www.Lonestarregion.com

LADIES ONLY!

Petticoat Junction

2012 Gulf Coast Limited NON-RAILS

2012 LSR Non-Rail Schedule

Wednesday San Miguel Room
Meet and get reacquainted in the Hospitality Room

Thursday Cozumel Room
9:15 am Guest Speaker – "Just for the Birds" By Kathy Coward, the owner of Just for the Birds in Old Town Spring
10:30 am Hands-on Clinic – Decorate a home for feathered friends By Ginny Boos
12:30 pm Organize your own carpool to Houston Premium Outlets for lunch And shopping…then meet up with the convention group at Zube Park (just 2 exits farther out Hwy 290 on Roberts Road) for train rides and a delicious Bar B Q dinner.

Friday

9:00 am Meet for the Non-Rail Trip which includes:
National Museum of Funeral History
Lunch at The Spaghetti Warehouse
Cockrell Butterfly Museum
7:00 pm Meet Sam Houston in person and hear an interesting talk (in the Cozumel Room)

Saturday
Cozumel Room
9:00 am Make a Yarn Leis by Cathy Ashcraft
11:00 am Vintage Hat Style Show by Gretchen Beaird
1:30 pm Card Making Made Easy by Diann Wilson

PM – Social Hour and Banquet

Bingo will follow the Banquet for Anyone interested

Also, we are planning to have Bingo again after the banquet. We are going to make that interesting as well. We are asking you to bring a wrapped white elephant item for bingo prizes. Please note on a tag "Guy, Gal, or Unisex" depending on the wrapped item.

Non-Rail Contest News!

This year we are trying something new. We are bribing you to enter something in the Arts & Crafts Contest. Yes, you read correctly. We are bribing you! Everyone that enters something in the Arts & Crafts Contest, will be entered into a raffle for a surprise gift. Please try to bring something to enter. Remember the Theme Category is "The Gulf Coast"….my that lends itself to a number of ideas.

See you soon!

Gentlemen (and that includes most of you!!)

Rumors are true. I was in the hospital being checked for cancer. I'm home now.

However, diagnosis was "horrid", to quote Australasian past president Sowerby Smith. I have metastasized pancreatic cancer which has spread to my liver and some parts of my brain (although, in the latter case, there wasn't much to begin with there anyway!). Prognosis: "not good" (to quote one of my docs).

I'll take all the prayers, positive thoughts, and good wishes I can get, with gratitude. That's one of the best things for dealing with this: to know you are held in peoples prayers and hearts. I've made a lot of good NMRA friends via the Internet over the years; my regret is that I've met so few of you face-to-face. You all have enriched my life to no end.

They say this disease can be slowed down but not eliminated. Well, I intend to slow it down as much as I'm able! I start chemotherapy on Thursday; we shall see what happens as a result of that.

Bill and Pat: thank you for your kind remarks about my participation and work in the NMRA and the "R & D" group. It's satisfying to know my work to date is valued by others. You may find me less active than previously, although I will do my best to make positive contributions as I'm able.

As one of my Mexican model railroading friends said about model railroading friends: "Amistad . . . por el amor de los trenes." A good statement about what the NMRA should be about. Thank you for yours.
Cheers to you all!

Fred Bock, MMR

For the Narrow Minded...

by Duane Richardson, MMR

While the home layout hasn't seen any headway I do at least have a good reason. I joined a great group of modelers here in the area a couple of years back and we have been working on a Sn3 modular layout called the Elk Canyon & Western. We have a website started (http://www.ntxng.com/) but at this time there isn't much on it. By the time you get this I hope to have it updated with some pictures of the layout from the recent Plano Train Show as well as a few construction photos. We spent a lot of time and attention early in the design phase and the engineering work paid off in the end. Originally the layout was going to represent Ouray Colorado but we went in a freelance direction to give ourselves some room for modeler's license.

As we planned the structures for the layout it got me to thinking about various types of freight a railroad hauls. It's a safe bet that just about anything can come into or go out of town via the railroad but it varies from year to year. I began doing a little research into the rail traffic in Colorado (my area of modeling) and found a lot of interesting details as to what went back and forth over the line. Since Dad and I have picked September of 1957 for our time frame I was able to really zero in on what was shipped over the line (and it wasn't much by that time). I was able to look further into the past to give us an idea of the traffic and what was going where.

So…what goes where and in what? That became the question to answer. Once again the Colorado Railroad Museum (http://www.coloradorailroadmuseum.org) in Golden came to my rescue. I was able to buy copies of some financial reports covering a few different time frames in the D&RGW's history. I also did some research and ran across some really interesting information that we typically take for granted. On the D&RGW you will see the odd reefer here and there. I found only a handful of towns had ice facilities. Almost every town had some sort of facility for loading or unloading live stock. Some only had feed stations and some had scales as well. While some towns had a turntable about 4 times as many had a wye instead. Towns with a yard of some sort (like Chama or Durango) also had car scales which can be a fun extra move during operating sessions.

Steam engines require some sort of fuel source; wood, coal or oil to burn, (coal in the case of the D&RGW) and water. While almost every town has a source for water only a few had some way of loading coal. This was because water was used very quickly and thus required more stops. To this day you can drive through just about any state in the Union and between each of the big towns you will find several small ones at almost equal intervals (if the road follows the old mainline). Each of these towns started off as a water stop and a town grew up around it. The towns that did have a source for coal were not always the big wooden coal tipple like we see in Chama. The RGS used a coal pocket design where you would spot a car of coal, off load it into bins and they would load tender from the bins. The coal was unloaded from the car manually by shovel but a few would load via drop bottom gondolas. The coal pocket at Vance Junction along the RGS mainline is still standing and the D&RGW had pockets like this in several places in the early years such as Antonito. Salida had what they referred to as the Red Devil Coal Loader which was a conveyor used to load the tenders (it was painted red, thus the name). The large wooden coal towers were in Durango, Chama and Gunnison.

The D&RGW ran the same basic types of cars as any other railroad. They had box cars, stock cars, gondolas, reefers and flats. Most of these loads are obvious since we see what's in the car. The mystery is the box car. There could be anything in there. We tend to take it for granted as we set up operating sessions as it's the generic car but knowing what went in them could help you plan what types of industry are on your layout. For example, when I first started learning about the Rio Grande Southern I was quite surprised to learn that Dolores, Colorado was the Pinto Bean capital of the world at one point. This led to special placards being placed beside the doors on box cars saying "For Pinto Bean Loading Only". There are dozens of different signs that the D&RGW and RGS used over the years (some would say the D&RGW used and the RGS ignored but…). The idea behind the signs was to keep a car used to haul food stuffs from being spotted at a mine and end up with ore loads or concentrates being loaded in there. It was simply to try and keep the car as clean as possible.

Some food stuffs would be loaded via crates or bags and some would just be poured in. Those that were poured in would be loaded in the same way ore would be loaded. They would stack two 2x12's across the door way (from side to side and thus create a bin on each end of the car. With heavy ore loads they would center the load over the trucks as they loaded the car. We've all seen thousands of pictures of flat cars and high side gondolas with loads of lumber heading from mill to market but the D&RGW also loaded lumber in boxcars. There is a door on the A end of the car that was used for loading and unloading lumber.

The high side gondolas were used for a little bit of everything. While rock, coal and pipe being the most common, there were cases where in the winter ore would be loaded and they would water it down so it froze in the car. It made it harder to steal it but also meant that some loads couldn't be unloaded until warmer weather. On the Gilpin Tram the loads would freeze in the cars and then once down the mountain they would roll the cars through a warming building to thaw out the load and allow its removal.

Pictures have been published for ages showing just about anything imaginable from large machine parts, automobiles and a few were converted to rider gons and put on the passenger roster. One of the most famous uses of the high side gon was on the Monarch Branch where it was used to haul lime stone to Salida where it was dumped via a rotary car dump that would spin the car upside down and drop its contents into a standard gauge gon. This caused a lot of stress to the sides of the cars and depending on who you believe might have been the reason for so many double stakes on the sides of many of the cars. The drop bottom gons were almost always used in coal service or hauling cinders out for ballast but I'm sure examples could be found of them being used for other things. While these weren't as plentiful as the high sides there are many of them still in existence all over Colorado.

Continued on next page

Like its standard gauge brethren, the flat cars saw all kinds of loads as well. Farm machinery, lumber, automobiles, machinery parts and anything you can cover with a tarp. There are pictures with narrow gauge locomotives loaded onto flats to be hauled off for repair or scrapping. On any model project a nice detail that tends to get overlooked is how the load was secured to the car. Rope, chain, metal straps, and steel cable along with wooden stakes are some of the ways to strap down a load and it adds a nice detail to the model. Sewing thread can be used for rope and steel cable and thin paper strips painted black to simulate steel bands.

The stock cars were used very heavily twice a year during the spring and fall stock rushes. The D&RGW had both single and double deck cars. The double deck cars were used primarily for sheep but could be used for any small live stock. These cars didn't just sit idle in between seasons either as there are documented cases of just about everything being hauled in one. If the load wasn't loose and a box car wasn't available there was a good chance it would loaded into an empty stock car instead.

We've all known from the beginning that what industries we choose will impact what kinds of cars we will need for our layouts. It does make for some interesting reading when looking into the prototypes and seeing what was being hauled where. If you noticed there is a reoccurring theme that each type of car was pressed into service for many, many different types of roles. I ran across a few things listed in the paperwork I bought from the museum that while it makes perfect sense that it would have been brought in by rail it was just a product I really wouldn't have thought about adding as an industry on the layout.

Until next time...keep the boiler full, the fires hot and the wheels on the rails.

The Contest Corner

By Duane Richardson, MMR

I hope you all have been working on your models and planning your animations for the special contest category. Most importantly I hope this is making you reach out to learn something new to add to your bag of tricks. The animations for the special category can be incorporated into you regular contest entries. A forklift driving by a door, a windmill turning, a brakeman waving or a engineer who moves his head to look where he's going. It's up to you. As in years past we will start taking model entries Wednesday evening and up until Friday afternoon.

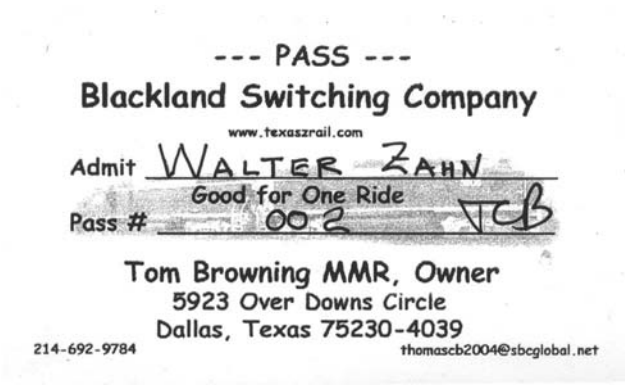
If you are interested in judging or learning how to judge please send me an email at duane@purgatoryanddevilriver.com See you in Houston!

Pass Exchange

There seems to be an interest in the Lone Star Region to bring the Pass Exchange program back to life. Walter Zahn has decided to work on renewing interest in this program. If you are interested in participating please send him 2 samples of your pass and in return you will get a pass and a list of Active pass exchangers. Walter will review the passes and send a pass of the quarter that will be displayed in *The Marker Lamp*.

Please help Walter get this program moving again. Send your passes to: Walter Zahn
3309 Point East Drive
Mesquite, Texas 75150-2645

PASS of the Quarter



PASS of the quarter is for the Blackland Switching Company, sent in by Tom Browning, MMR, 5923 Over Downs Circle, Dallas, Texas 75230-4039. The Pass is printed on quality card stock and is neatly printed.

Submit your PASS to Walter and you could be featured as the next PASS of the Quarter.

Company Store Inventory as of January 15, 2012

All cars sold out.

Other items available

Cloth Region Patches $5.00 each (Only LSR Life – 35 avail.)
Auto/Window Region Decal $ .50 (1 avail.)
N Scale (13 avail.) Nevadun Decals $2.00 per sheet
HO Scale (8 avail.) & N Scale (22 avail.) Daw Cha Southern Decals $3.00 per sheet

Shipping

Please add $1.00 for patches and decals
Matthew Latham, Dispatcher
2320 Hickory Leaf Lane
Flower Mound, TX 75022-4945
972-358-6168
E-mail: wnrailway@yahoo.com

CTC on the LSSF RR

by Jack Merkel

The LSSF RR runs from Galveston to Temple, TX. The main line is 173 ft long and we operate 21 trains on the main in a three hour operating session. I always liked signals on a railroad and the short main line operating many trains is a natural for CTC. This article will describe construction of my CTC system.

CTC Panel

I made a full size drawing of the CTC panel including track diagram, occupancy light positions, signal repeater lights, switch machine levers and lights, signal levers and lights and code buttons. My panel has three sections in a shallow U shape.

My CTC machine had to fit on top of a card table and under the bottom of the railroad fascia panel. This left 11 inches for the total height of the machine. I mounted my drawing on corrugated cardboard to check for fit. The CTC machine sits on a base made from ½" plywood 24" x 37 ¼". I added a ½" molding to the base and painted it black. I made the panels from 1/8" masonite board. The frame is made from 1x2 lumber and the sides, back and top are masonite. A drawing of the frame is shown in Fig. 1. The small rectangles are vertical 1x2's.

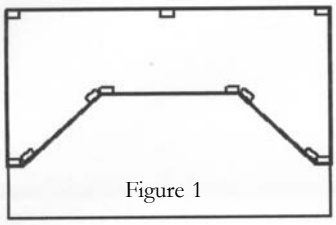


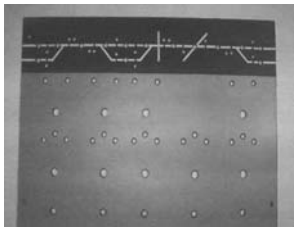
Figure 1

The switch machine 2-position levers and signal 3-position levers are from Mouser. The LED's (3 mm and 5 mm) and LED holders are from Demar Electronics. The plates and code buttons are from Rix products. The 3mm LED's are signal repeater lights to indicate field signal conditions and the 5 mm LED's are track occupancy, switch and signal lever lights.

There are three panels with widths of 12", 16" and 12". The top part of the panels are sprayed white with Krylon semigloss. The track diagram is made with 1/8" tape using Scotch 3M 218 purchased at an auto parts store. The top part is then sprayed black with Krylon semiflat. Then remove the tape to reveal the track plan in white on a black background. The top part is then masked and the bottom part is sprayed green with Krylon Satin.

The full size drawing is then taped to the panels and the hole locations are center punched. All the holes for switches, buttons and LED's were drilled. The LED holes were countersunk from the back to make the LED holders fit.

The panel at this point is shown in Fig. 2. After installing the switches, buttons and LED's, the panel looks like Fig. 3. The CTC installation with all three panels is shown in Fig.4.



Fugure 2

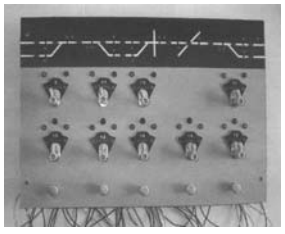


Figure 3

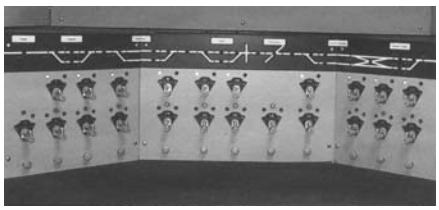
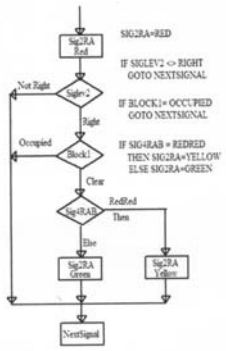


Figure 4

Electronics and Software

I used Bruce Chubb's SMINI board system for my electronics. I found this system very easy to install and use. My railroad has four SMINI boards. Programming has been well described in Bruce Chubb's manuals so I will not repeat that here.

Programming is easy if you first construct some logic diagrams. These diagrams are found in Model Railroader March 1986. One sample including code is shown in Fig. 5 for a signal coming from staging onto my railroad. The signal is Sig2RA, the next signal is Sig4RAB (a two headed signal) and the train would be entering block 1 traveling to the right. I made logic diagrams for switch lever, facing point signal lever and trailing point signal lever.



I programmed in Basic using the logic diagrams to program one OS section. It then is a matter of copy and paste to repeat for the other OS sections with only changing the signal, switch and block numbers.

Electrical Lockout Switches

My dispatcher controlled turnouts all have electric lockout switches for local control purposes. Figure 6 shows the circuit used on my railroad. The lockout switch (S2) is an illuminated switch Radio Shack #275-712. After receiving permission from the dispatcher, the operator unlocks the switch and then uses the S1 switch to change the turnout direction. The turnout cannot be locally controlled unless it is first unlocked. When the turnout is unlocked, the CTC panel will show an occupancy for the OS section and the dispatcher cannot control the turnout. After the operator has completed his work, the turnout is locked up and control is returned to the dispatcher.

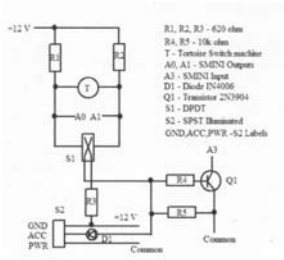


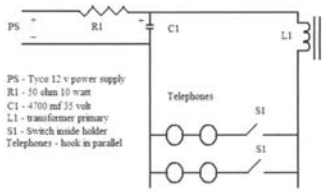
Figure 6

Telephone System

A key decision is how to communicate with the dispatcher. Originally, I used FRS radios but operators had problems with carrying a throttle, a pack of car cards and waybills and a radio. In addition, an operator can hear all the radio

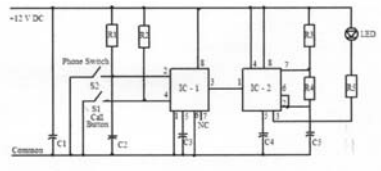
conversations – not just the ones that pertain to him. So, we converted to a telephone system

I purchased my telephones from Telephone Components (telephonecomponents.com). They come with a handset, switchhook holder and two switches inside the holder. I found a wiring diagram on the internet. All the telephones are hooked up in parallel per Fig. 7. I used an old Tyco power pack and Cat 5 wiring to hook all the telephones together.



There are four phone wires. Brown is positive phone power. The red and one white are connected together to wire the transmitter and receiver in series. The other white wire is connected through a switch in the holder and then to the phone ground. The contacts are normally open when the phone is on the switch hook so the phone is disconnected when the phone is on hook. This keeps the phone circuit from becoming overloaded when the phone is not in use.

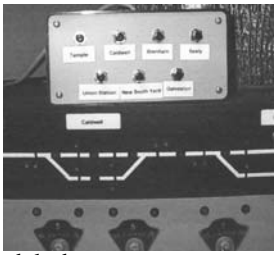
There are eight telephones placed along the railroad and a ninth one for the dispatcher. The dispatcher telephone is a regular telephone that has a head set attached so the dispatcher has free hands.



A separate call button system was installed to allow the dispatcher to call a particular station. The wiring diagram for the call button system is shown in Fig. 8 and a parts list in Fig. 9. I built my circuit on a 2" x 2" perforated board. There is one circuit for each telephone. I found this diagram in Model Railroader Aug 1982 issue. The IC's are 555 timers. IC-1 is wired as a latch and IC-2 is wired as an oscillator. An excellent tutorial on 555 timers is found at uoguelph.ca/~antoon/gadgets/555. When the dispatcher calls a station, he pushes the call button (S1) on the call box. This causes the IC-1 to latch and the IC-2 to make the LED on top of the telephone holder flash. When an operator picks up the telephone, IC-1 is released via the contacts on the phone switch (S2) and the LED turns off.

R1, R2 – 2.2k ohms – 0.25w.
R3 – 22k ohms – 0.25w
R4 – 620k ohms – 0.25w
R5 – 1.5k ohms – 0.25w
C1, C3, C4 – 0.01mf – 50v
C2 – 22mf – 16v
C5 – 1mf
IC-1, IC-2 – 555 Timer
S1 – SPST Call switch
S2 – SPST NO switch in holder
LED – 5mm LED on top of telephone holder

Figure 10 is a picture of a telephone and Fig. 11 is a picture of the call box. Each phone has a label showing location and each call button also has a location label.



The telephone system has been a major improvement over our prior radio system.

Operating Protocol

The telephone system is a party line. Therefore, it is most important when picking up the telephone to listen first to see if someone else is talking or if the line is clear. If the line is clear, begin by announcing your location. There is a label on each telephone showing the location. A sample conversation is listed below:

Conductor (C) – Temple
Dispatcher (D) – Go ahead Temple
C – This is conductor Pearson on Train 39. We are ready to leave Temple for Caldwell
D – How many cars do you have?
C – 15 cars.
D – Follow signals.

Conclusion

Our CTC system allows us to operate efficiently and move many trains over the mainline during an operating session.

Doyle Bond

1938 - 2012

Doyle had been in assisted care living for the last couple of years. I don't remember the disease that had affected Doyle, but he had lots of trouble walking and with his balance. Even though Doyle's skills had greatly eroded, he was currently working on a small oil depot for the SAMRA layout. I don't know that I can name all of the structures that Doyle had scratch built for the SAMRA railroad but I'll name those that quickly come to mind: San Antonio's Sunset Station, Pearl Brewery, Lone Star Brewery, San Antonio's IGN Station, Cotton Gin, Old Flour Mill in New Braunfels, New Braunfels' MP Station, Movie House from New Braunfels. I'm sure there are more to add to this list.

Doyle was a past secretary/treasurer for the LSR in 1999 and is of course an NMRA Master Model Railroader, at some time he was also the Director for Lone Star Region Division 6. I believe that he worked for the IRS in Austin and moved to San Antonio around 1998 after retirement. Doyle also assisted with the restoration of the passenger car at the MP Station in New Braunfels.

Doyle's skills, generosity and sense of humor will be missed.

Houston Layouts

How Many

Have You Seen?

Up the Tracks Events Calendar for the LSR

April 2012

By Bill Dryden

Here are upcoming events within the LSR of which I am aware. I will provide all the information YOU send me or I can glean from other publications, websites, etc., for these events. Additional information may be available through the *NMRA Scale Rails* and/or various trade magazines or various websites. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change. Please forward any and all information about upcoming events or activities in your area, club, etc., to me via e-mail at bdr149@airmail.net.

Lone Star Region 61st Annual Convention (2012)

The Lone Star Region NMRA 61th Annual Convention will be held in Houston, June 6–10, 2012.

Check the LSR website http://www.lonestarregion.com/convention.shtml

Come all!! PARTICIPATE!!!

RECURRING EVENTS AND MEETINGS

LSR Division 3 - Northeast Texas Division - Garland

Nicholson Memorial Library, 625 Austin St., Garland TX . Third Saturday of each month. For more information contact Jerry Hoverson at jhoverson@tx.rr.com or check the Division 3 Page on the LSR website.

Alamo Model Railroad Engineers - San Antonio

The Alamo Model Railroad Engineers meets the 2nd Friday of the month at 7:30 p.m. in the Zucht Building at the Texas Transportation Museum, 11791 Wetmore Rd., San Antonio TX. For more information call Peter Shavney (210) 317-3661 or Gene Turner (210) 355-2777; or visit the web site www.alamomodelrailroadengineers.com.

Houston Area Live Steamers

HALS has over 9,000 feet of track for you to enjoy and ride on most any Saturday of the year. Someone is usually there every Saturday with special run, operations, waybills/timetable, work and fun run days scheduled throughout the year. Our public run days are the third Saturday of the month March through November. Come see our 2,500 foot expansion in Phase 4. Model Railroaders (any scale) are welcome to attend most any time. Check our web site out at www.hals.org for schedule of events or e-mail Peter Bryan at peterb@pdq.net for more information.

North Texas Council of Railroad Clubs - Irving

The North Texas Council of Railroad Clubs (NTC) meets the third Tuesday of the month. Visit the website www.dfwtrainshows.com for more information about the NTC, its meeting site or member clubs.

EVENTS AND SHOWS

May

19th – 20th Jefferson Train Days 2012. Sat. 11:00 a.m. to 7:00 p.m., Sun. 11:00 a.m. to 5:00 p.m. Adults $15, Over 65 $12 (both days), Ages 12 and under. Jefferson Historical Museum, 400 East Austin, Jefferson TX. For more information visit the web site http://jeffersonrailway.com/ or call (903) 665-2775.

June

6th – 12th Gulf Coast Limited Lone Star Region/NMRA 61st Annual Convention. Houston TX. For more information visit the web site http://www.lonestarregion.com/

19th – 24th The Santa Fe Railway Historical & Modeling Society 2012 National Convention. Temple TX. For more information visit the web site http://www.atsfrr.com/

July

July 28th – 29th 2012 SAMRA Summer Family Train Show. Sat. 9:00 a.m. to 5:00 p.m., Sun. 11:00 a.m. to 4:00 p.m. Adults $7.00, Children (Limit 3) under 16 free when accompanied by a paying adult. Live Oak Civic Center, 8101 Pat Booker Road, Live Oak TX. For more information email jamboree@samratx.org or http://samratx.org/.

July 29th – August 4th NMRA National Convention – Grand Rails 2012. Grand Rapids MI. For more information: http://www.gr2012.org/

October

13th – 14th 30th LMRA Model Train Show. Lockheed Martin Recreational Association, Fort Worth TX. For more information www.lmra.org (go to Model Railroads)

November

10th – 11th Fort Worth Area Train Show. Amon Carter Exhibit Hall, Ft. Worth TX. For more information www.dfwtrainshows.com.

January 2013

19th – 20th Dallas Area Trains Show. Plano Centre, Plano TX. For more information www.dfwtrainshows.com.

Please consider our deadlines for submittals and publications to allow adequate lead time to correctly announce your event - Column submission deadlines are the 15th of January, April, July and October; publication of the* Marker Lamp *is the middle of the following month.

Secretary/Treasurer's Report

by Tom Browning

For the Third Fiscal Quarter of 2011/2012

Beginning Balance 11/01/2011		
LSR Checking Account		$1,203.57
Vanguard CD Funds		$23,961.06
Vanguard Convention Fund*		$10,385.34
Total LSR Net Worth		**$35,549.97**
Not included in Total LSR Net Worth		
Funds Held For Division 1	$3,400.50	
Funds Held For Division 3	$1,450.89	
Funds Held For Division 4	$3,954.93	
Funds Held For Zahn Donation	$600.00**	
LSR Proceeds		
Vanguard CD Fund Interest		$1.03
Vanguard Convention Fund Interest		$0.45
Transfer from Vanguard (Marker Lamps)		$1,700.00
Transfer from Vanguard Convention (level adjust)		$523.22
2011 Convention Proceeds***		$137.43
Total Proceeds		**$2,362.13**
LSR Disbursements		
Marker Lamp Printing & Mailing (Fall 2011)		$1,360.50
Marker Lamp Printing & Mailing (Winter 2012)		$1,457.31
Historian Expense		$87.32
Achievement Program Expense		$59.27
Transfer from Vanguard (Marker Lamps)		$1,700.00
Transfer from Vanguard Convention (level adjust)		$523.22
Division 4 Expense		$200.64
Total Disbursements		**$5,388.26**
Net Proceeds/ Disbursements		**$-3,026.13**
Ending Balance 01/31/2012		
LSR Checking Accounts Total		$462.39
Vanguard CD Fund		$22,262.09
Vanguard Convention Fund		$10,000.00
Total LSR Net Worth		**$32,724.48**
Not included in Total LSR Net Worth		
Funds Held For Division 1	$3,400.50	
Funds Held For Division 3	$1,450.89	
Funds Held For Division 4	$3,754.29	
Funds Held For Zahn Donation	$600.00**	

* Corrected for $0.04 typing error

** These funds are restricted and will become unrestricted at $200.00 per year to comply with terms of donation.

*** Additional amounts were paid to LSR before and after this accounting period. $206.00 was paid before and $428,11 was paid after this accounting period. The $1,000.00 2011 convention loan was repaid 07/30/2011.

At the beginning of November 2011 the membership was 1,046 and at the end of January 2012 the membership was 1,040.

Please welcome our new members listed below:
November 2011

Michael Galligan, N. Richland Hills, TX - 1
Robert Hellbusch, Fort Worth, TX - 1
Todd McCaw, Burleson, TX - 1
Robert Millard, Fort Worth, TX - 1
Mary Phelps, Lakeside, TX - 1
Michael Sparks, Fort Worth, TX - 1
Ron Traylor, Hurst, TX - 1
Max Triplett, Arlington, -1
Larry Warnke, Arlington, TX - 1
Pat Wingerter, Hammond, LA - 2
J Reddick, Denison, TX - 3
Andy Hines, Austin, TX - 4
Rosalie Kelley, Austin, TX - 4
Bob McKelvey, Austin, TX - 4
Wilburn Mott, Pflugerville, TX - 4
Stephen Neill, Dripping Springs, TX - 4
Mark Schreiber, Austin, TX - 4
Colin Williams, Austin, TX - 4
Les Winchenbach, Hico, TX - 4
Ronald Kmetz, Houston, TX - 8

June 6-10, 2012

Another of the fine Houston area layouts that will be open. Make your plans now to attend the Guld Coast Limited, don't be disappointed.

Cowcatcher Division 1

by Chris Atkins
Email: chris@railroadermodelers.com
Phone: 214-222-1285
Web:http://cowcatcherdivision.com

Hi gang, I hope everyone is enjoying the beautiful spring weather. The LSR convention in Houston is just around the corner. Hopefully you all are making plans to visit our friends on the Gulf Coast. Houston is a great railroad town and the group there is putting together a great convention. If you haven't been before, the trip to Zube Park to enjoy the live steam is a highlight. There are also a number of excellent clinics being presented this year, along with all the other regular convention features. More information can be found at http://gulfcoastlimited.com.

Plans are underway for next year's LSR convention in Irving. There are still plenty of opportunities to help out so please contact me at chris@railroadmodelers.com or convention chair Marc LaChey at mdlachey@tx.rr.com if you can help out. This is a great opportunity to represent our division at this jointly organized convention shared by Division 1 and Division 3.

In March we got together at the Texas Western Club in Ft. Worth. Member Clarance Zink put on an outstanding clinic on the history of mining in the US. Clarance has spent his career in the mining industry and has some great stories about mining all over the world.

The next meeting of the Cowcatcher Division will be May. 19th from 10AM until noon in room 1 of the Lockheed Martin Recreation Area Administration Building at 3400 Bryant-Irvin Blvd., Ft. Worth, TX 76019. The clinic will be focused on people new to the hobby - which many of the new members are. We will also have our usual popular vote model contest, so bring your favorite model. This time, bring your favorite kit that you've built.

I hope to see you all at the next meeting. If you have any questions or suggestions, you can contact me at chris@railroadmodelers.com. More information can be found found at http://cowcatcherdivision.com

Bayou Division 2

by Dick Schneider
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Don't know about you guys and gals, but here in the lovely state of Louisiana we skipped Spring and plunked down smack dab in the middle of Summer. Tis a tad warmer than usual by about 15 to 20 degrees. Still make for gooood modeling though.

By the time you get to read this piece I will have taken a shovel to my personal HO layout, the Delta & Canyon Southern, (D&CS), and cleared off the entire top level right down to the top plate at 44 inches above the floor. When I first built the D&CS, I had just attended an LSR Convention in Houston where I enjoyed a clinic by John Lorance, MMR. At that time John was advocating the "stud wall" approach to layout building. Being a decent carpenter this type of construction was right up my alley.

The D&CS has been a good solid layout, weathered two hurricanes, but was planned before I became involved in operations. Now that I have a few years of operating on different layouts the old D&CS can't really sustain interest. The new layout will be set up from the beginning for operations

Once the "shoveling" has taken place the layouts substructure will remain unscathed. I intend to create a port and waterfront on my peninsula and several towns along with a major classification yard along the walls for the lower level. I have space in my adjoining workshop to install a helix giving me the option of an entire 2nd deck where I can place additional towns, several industries, and other scenic delights to the tune of 20'X 21'. Not too shabby for a personal layout. By the way……can I call on you for some help later on?

The "Louisiana Rail Run" was conducted March 23-25 and was a great success. All 15 visitors had a great time interacting with our locals. We had RR's from Colorado, Texas, Louisiana, and Mississippi. The participating members and clubs were The Greater Baton Rouge Model Railroad Club, MidSouth Model Railroad Club, Jim Loftons" Tall Timbers", and Lou Shoults's C & O layout.

Well folks, that's about it for now. The Summer issue of the 2012 *Marker Lamp* will have a shared byline by me and Rod Fredericks, the new Director, LSR Bayou Division II. Till then, "Laissez les bon trains rouler", Let the good trains roll!

Trinity River Division 3

by Jerry Hoverson, MMR
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If you haven't already registered for the "Gulf Coast Limited" in Houston the WHAT ARE YOU WAITING FOR? The Division 8 folks always, always put on a great time and there's soooooo many fantastic layouts to see and operate on you are doing yourself a disservice if you don't go.

Our monthly meetings at the North Branch of the Garland Library, located at 3845 N. Garland, are still going strong. We meet every third Saturday of every month at 10:15. Keep watching for the email reminders I send out with the upcoming agenda a week or two prior to the meeting. If you are not getting this email notification I don't have your current email address. Please send your information to me at jhoverson@tx.rr.com so I can include you and you can join us for all the fun!

The big news yet again is that we had a terrific Plano Train Show and signed up a bunch of new members, 15 this year. Welcome aboard everyone!!!!

In January we held our, now traditional, "Model Railroading 101" class to welcome the new members. This year the attendance was 54 and standing room only, whew! The team did things a little different this year in that we took the various categories we normally cover and split them up into 4 areas. We then re-arranged the room and had 4 clinics going on all at the same time, affording the members the opportunity to go to the area they were interested in and even change up part way through if they wanted.

Duane Richardson & Marc LaChey covered Benchwork, Trackwork, and Electrical. Larry Swigert and Tom Stocks covered Rolling Stock, Painting, and weathering. Leonard Siemantel and Allan Gartner covered Locomotives and DCC. Finally Mike Jobe and I covered Scenery and Structures.

February – As a follow up to January we did a clinic on "Planning a Model Railroad", covering everything from paper and pencil to using a CAD program to design your dream pike.

March – Digging a little deeper this month we discussed several methods of modeling water including a step by step presentation. We also started a brand new hands on project in March. Mike Jobe led us through the first part of a two part series on scratch building a structure made from scale wood and using a studded wall and board on board construction. This was just a little 8x16 shack that could be used as a supply shed for a rural business, a newspaper stand, or any number of stands that sell various products. Plans were provided in any desired scale. Part 2 will be covered in April.

Well, it's off to plan next month's events. Hope to see you at our meetings. Take care all and get working on your next project but most of all get involved with the division and have some railroading FUN!

Cen-Tex Division 4

by Jack Merkel
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We had 37 people attend our Division meeting on March 10 which was a record attendance. Chuck Lind presented a clinic on sawmills. This was a detailed look at how sawmills were designed and operated. Chuck included photos from several sawmills around the country. Many of pictures were from a sawmill in Longleaf, LA. He also showed us a model he is building. We had our normal show and tell time with several items presented. Tom Pearson has begun a DCC minute as part of show and tell. After the social time, the winners of the Kings Hobby Shop gift certificates were picked during the Deal or Duds session. We then toured Edmar Weinskoski's Santa Fe Railroad. Edmar has built some new radio throttles of his own design.

We also signed up a new member, Roger Gerlach.

Our next Division meeting will be on Saturday June 2 at the Round Rock Library beginning at 10:15 am. Steve Blackson will present a clinic titled "Outdoor railroading: Gee, what scale is it". We will have our normal show and tell table, social time and Deal or Duds. After the meeting, we will tour Steve's Cypress Canyon Railroad and two other G-Scale outdoor railroads built by Gerald Burgess and Bill Albrecht. Steve's railroad is designed for operating sessions. The library is located at 216 E. Main St. in Round Rock. On I-35, exit at RR 620 (Exit 252B) and proceed East on RR 620 for a few blocks to the intersection with Main St. and continue East on Main St. for another block and half to the library.

On the operating front, David Barrow continues to hold operating sessions in between work on his new signal system. Pete Guy, David NiCastro, Phil Sharpneck and I are also operating routinely.

We are looking forward to the Gulf Coast Limited LSR Convention in June in Houston. Houston is a hot spot for both model railroaders with many layouts available and for railfanning the full size railroads. Bob Barnett and his crew will have a full slate of clinics, layout tours, operating sessions, prototype tours, contest room, live steam train rides and more! Hope to see you there.

Until next time, try an operating session. You will like it!

Division 5

by Dave Lamberts
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A couple of issues ago I mentioned that our club was having a module building project for the membership. The idea was to spread the building of a module over a span of several months starting with construction of the base and finishing up with scenery. The building would take place during our monthly meetings

Modelers building models - I though it was a great idea (not mine).

Last month the modules were judged by popular vote and the first place winner was Don Paine, second place was Pat Pritchett and third place was B.J. d'Orsay. A good time was had by all.

This weekend is the annual Lubbock Arts Festival and the club will have our modules up and running. It is great advertising for the club and generates a lot of interest.

The honeymoon was great.

Division 6

by Tom Crosthwait
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Phone: 210-647-3261

Lots of full size railroad activity here in San Antonio in April in celebration of the Union Pacific Railroad Sesquicentennial and San Antonio's famous Fiesta Celebration. The following is the advertisement circulating via e-mails. Thanks to Frank Houzvicka for keeping us informed

150 YEARS OF GROWTH, SERVICE & DEVELOPMENT

Join us as we celebrate our Sesquicentennial Anniversary with one of the most important communities on our system! We will welcome Union Pacific's Living Legend, the Number 844 Steam Locomotive, to Sunset Station to kick-start Fiesta San Antonio!

When: 1:00 p.m., Thursday, April 19th

Where: Sunset Station, 1174 E Commerce

What: City of San Antonio District 2 Councilwoman Ivy Taylor will present Number 844 Locomotive Engineer Ed Dickens with a City Proclamation and Fiesta Commission President Evangelina Flores will officially welcome the historic steam train just in time to kick-off the Fiesta celebration!

Another full size party takes place this month also. On April 14th, Tommy Shults is having another one of his Pavilion Parties at the RR crossing in Flatonia, TX.

I hope that lots of you were able to take part in all of the festivities. It's that time of year in south Texas.

For those of you who have not heard, the previous Division 6 Director, Fred Bock MMR, was diagnosed with pancreatic cancer just before the first of April. His chemotherapy will start on Thursday, April 12. Those of you who would like to contact Fred, can do so by sending e-mails to my home e-mail address listed in the front of this publication. I will forward them to Fred or print them and take them to him. Fred's going to be busy the next few weeks getting used to a new life style.

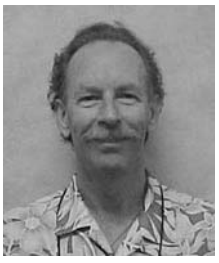
I hope everyone has made their plans to attend this year's convention; the Houston folks always seem to out do themselves, let alone the quality and quantity of layout to visit! Plus, the schedule of clinics looks awesome! Hope to see you there!

This years JETTS' Longview Show was fun, the first year in a long time that Homer (thanks for all those years) did not run it, and I must say, he passed the "baton" very successfully, we had fun, the numbers were up, the sales were up, and everyone had a great time. Thanks again Homer!

The Tyler Tap, Cotton Belt Historical Society's April show is in two weeks, so I will report on that one in the next installment.

Of course, everyone has heard about the upcoming Jefferson Train Days, May 19th and 20th. They will be unveiling the newly relocated R.D. Moses layout in the newly constructed-moving in as we speak-Jefferson Historical Museum. They are really planning a HUGH blowout! Four different locations, all with Trains involved! Should be a lot of fun. I will report on the event in the next issue.

On a sad note, we have lost the Marshall T&P Depot's Train Show, while it was a fun show, the numbers were not too good, so a sad goodbye to Ms. Mary Hendricks and her crew, though, they have reserved the possibility of bringing it back. Also about Marshall's T&P Depot, they will be 125 this year, and in October they are planning a HUGH event. There are rumors of a visit by a certain steam loco from Council Bluffs. Hopefully I will have more news also in the next issue.
That is all I've got right now, so let's all play trains!



Division 7

by Don Kimmell
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Phone: 318-798-7718

Greetings from green North Louisiana! I hope everyone has survived the Tax Season….I am still working on mine, ahh, the joys of being in business, what fun!

Texas Gulf Division 8

by Ray Byer
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Phone: 713-472-4599

Again it is that time of the year., Convention time, cannot believe it's here again. We were in Lubbock, just months ago.

Man the weather already turning hot, soon the A/C units will be running full blast. The Division is starting with it's events, chili cookoff in April, May monthly clinic's start (to be announceds), June the LSR Convention, July-Sept more clinic's, October the annual picnic, November the Open House home layout tours, (there's a lot to do).

Well by now the new Division 8 Director has been elected. I am stepping down to let a new person step-up an give it a try. I would like to thank all of the Division 8 members for letting me be your Division 8 Director. It has been fun,some time it's been hard, and some time sad when we loose a member. I know all of you will step-up and give a hand to the New Division 8 Director to help her along, the same way you helped me. Again, Thanks for all of you for your Support.

P.S, I may show up some were! (Over the LSR rainbow)

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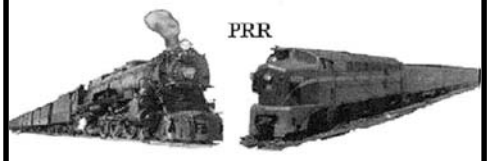
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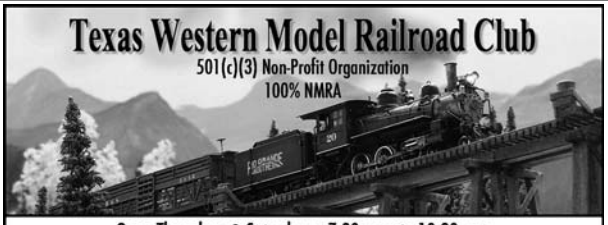

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